

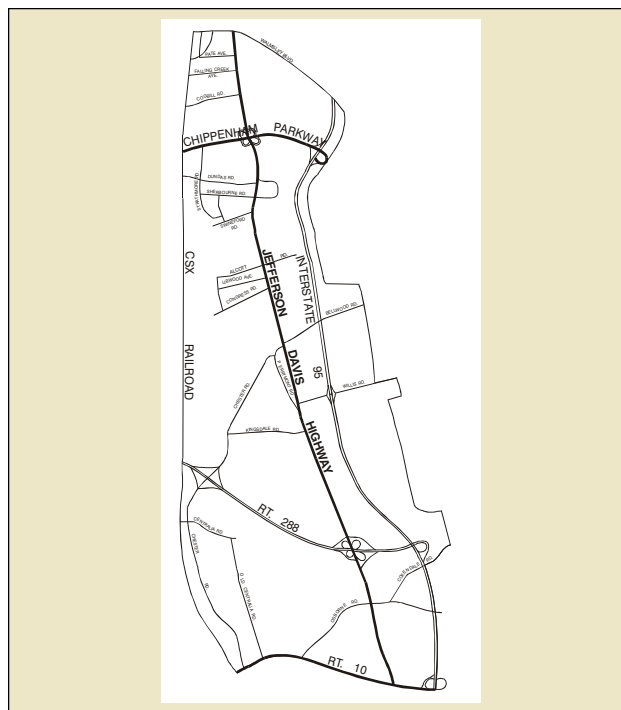
Adopted by the Chesterfield County Board of Supervisors in June 1993, the Jefferson Davis Corridor Plan seeks to make better use of the economic resources of the area and to encourage a pleasant, highly livable and workable environment for its residents. It proposes flexibility in future land use decisions in support of economic development related activities, while also addressing incompatible land use issues. Comprised of an extensive business community and established neighborhoods, the Jefferson Davis Highway Corridor area's strength springs from the unique consolidation of its diverse parts — living and working activities.

The development of the Jefferson Davis Corridor over many years has created a broad mix of commercial, industrial and residential land uses. It is one of the few places in Chesterfield County where concentrations of employment and housing are relatively close together. Although this mix has created problems associated with incompatible land use, many essential resources for continued prosperity, new development, and revitalization exist within the Corridor:

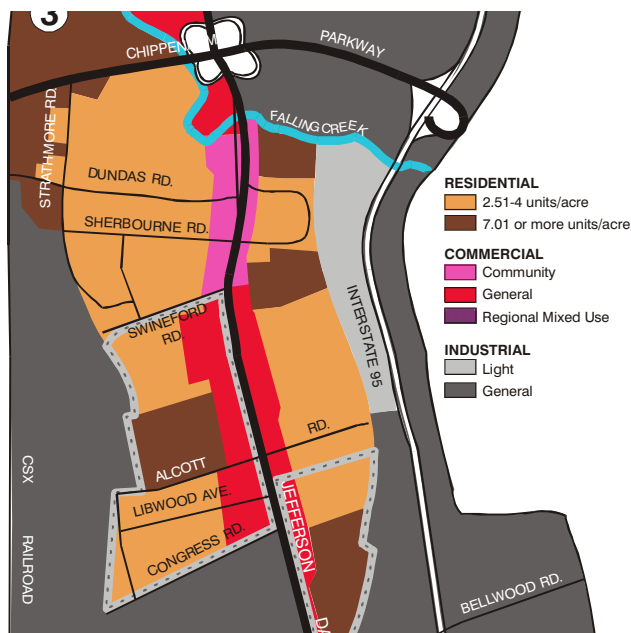
- Five of Chesterfield's top ten employers are located within this area.
- Residential areas in the corridor consist of many stable neighborhoods. The corridor area contains some of the most affordable housing in Chesterfield County.
- Available undeveloped and under-used land.
- Established infrastructure including excellent regional rail and highway access.

Included in this section:

Area Description	Page 28-a.1
Buffer Widths	Page 28-b.1
Setbacks	Page 28-c.1-2
Parking	Page 28-d.1
Landscaping	Page 28-e.1



The area offers excellent established infrastructure



Map detail showing close proximity of employment and residential areas

The goals of the Jefferson Davis Highway Corridor standards are:

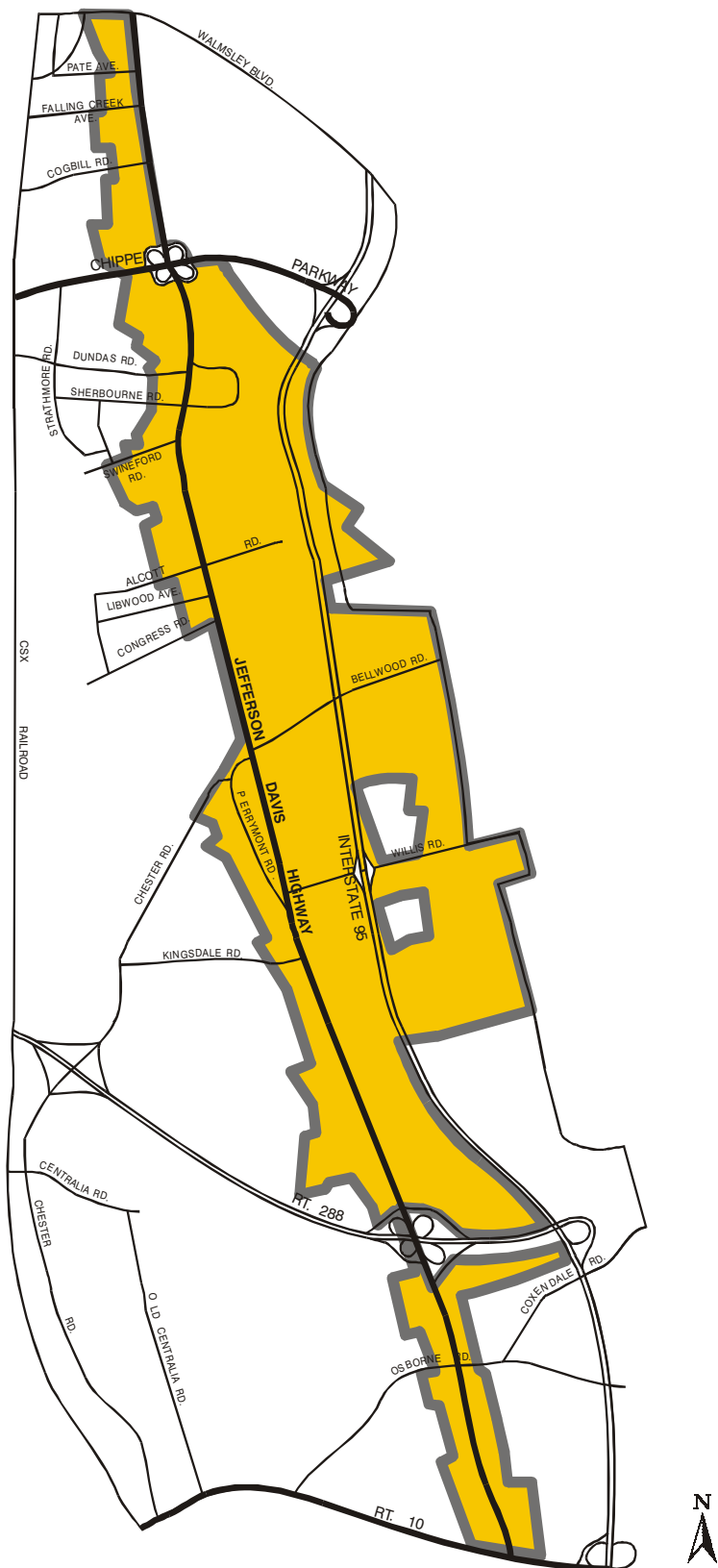
To make the Jefferson Davis Corridor a better place to live and work by balancing the demands of economic development with the needs of people for a sense of place, attractiveness, and comfort.

To revitalize the Jefferson Davis Corridor by maintaining and strengthening residential neighborhoods.

To promote the economic development of the corridor, thus promoting the availability of job opportunities. Revitalization of target areas and enterprise zones have been identified where standards are intended to encourage the establishment of new businesses by reducing initial site development costs. A more urban approach to land development is encouraged with standards set to maximize land use along the corridor.

References: Jefferson Davis Highway Corridor Plan adopted in June 1993 as found in the comprehensive plan or as a separate document available from the planning department.

Jefferson Davis Highway Corridor Enterprise Zone

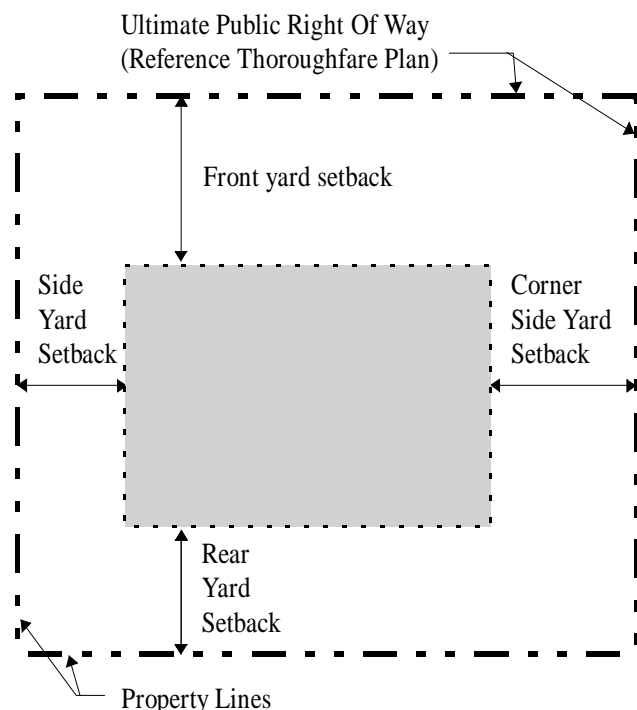


BUFFER WIDTH TABLE		ZONING DISTRICT OF PARCEL ADJACENT TO PROPOSED DEVELOPMENT		NOTES:
ZONING DISTRICT OF PARCEL ON WHICH THE BUFFER MUST BE PROVIDED.		A ¹	R-7 / R-88 TH / R-MF	
Agricultural	A ¹	-	-	
Single family residential	R-7 / R-88	-	-	
Multi-family residential	R-TH R-MF	-	25' ^{2,3}	
Office	O-1, O-2	-	25' ³	
Commercial	C-1 - C-5	-	25' ³	
Light Industrial	I-1	-	25' ³	
Industrial	I-2	-	75' ³	
Heavy Industrial	I-3	-	100' ³	

¹Buffer widths adjacent to vacant agriculturally zoned property shall be based on the land use designation shown on the comprehensive plan.

²When property zoned single family (R-7 through R-88) is adjacent to multifamily (R-TH or R MF), the buffer shall be required on the multi-family property. Buffers are not required between any single-family residential districts unless required by the board of supervisors, planning commission, or board of zoning appeals.

³Buffers requirements do not apply where no minimum setback is required.



Per Sec. 19-583. Setback requirements for O, C, and I-1 Districts within the Jefferson Davis Highway Corridor.

Per Sec. 19-584 Setback requirements for I-2 and I-3 Districts within the Jefferson Davis Highway Corridor.

- The terms “setbacks” and “yard requirements” are used interchangeably in the Development Standards Manual. Buffer requirements are determined separately (reference Jefferson Davis Corridor Buffer Width Table and Countywide Standards for buffer widths and associated landscaping requirements).
- Reference Countywide Standards for details of Perimeter Landscaping requirements.
- Setbacks for gas pumps and drives serving gas pumps shall be the same as for drives and parking for vehicles less than 25' long.

Right of Way Classification	Zoning District			Required Perimeter Landscape	Notes and Legend
	O, C, & I1	I2	I3		
Limited Access Roads					
All setbacks ¹	40'	40'	40'	C	Building setback
Permitted reductions ^{2,3,4}	none	none	none	-	Drives & parking setback
Other Public Right of Ways					
All setbacks ¹	25' 0' 50'	60' 0' 50'	60' 0' 50'	-	Vehicles less than 25' long
Permitted reductions ^{2,3,4}	none	none	none	-	All other Vehicles
Not Abutting a Right of Way Next to an O, C, or I District					
Standard Side and Rear Yard	0' 0'	30' 0'	30' 0'	-	
Permitted reductions ^{2,3,4}	none	none	none	-	































¹Rear yard setbacks abutting limited access roads are increased one foot for every foot in building height exceeding 45'.

²Side and rear yards setbacks are increased one foot for every foot in building height exceeding 45'.

³Reduction not permitted adjacent to Residential or vacant Agricultural Districts identified for residential use in the Comprehensive Plan.

Per Sec. 19-583. Setback requirements for O, C, and I-1 Districts within the Jefferson Davis Highway Corridor.

Per Sec. 19-584 Setback requirements for I-2 and I-3 Districts within the Jefferson Davis Highway Corridor.

Adjacent to all other districts designated for nonresidential uses by the <u>Jefferson Davis Highway Corridor Plan.</u>	Zoning District							Notes and Legend
	O, C, & I1		I2		I3			
	 20'	 0' 10'	 30'	 0' 10'	 30'	 0' 10'		
Standard Side Yard ²	note ⁵	note ⁶	note ⁵	note ⁶	note ⁵	note ⁶	-	
Permitted reductions ^{2,3,4,5,6}	note ⁵	note ⁶	note ⁵	note ⁶	note ⁵	note ⁶	-	
Vehicles Over 25'	30' 		30' 		30' 		-	 Building setback
Permitted reductions	none		none		none		-	
Standard Rear Yards ²	0'  / 25'		0'  / 25'		0'  / 25'		-	 Drives &
Permitted reductions ^{2,3}	note ⁶		note ⁶		note ⁶		-	 parking setback
Vehicles Over 25'	30' 		40' 		40' 		-	 Vehicles
Permitted reductions	none		none		none		-	 less than 25' long
Adjacent to All Other Districts Designated for Residential Uses by the <u>Jefferson Davis Highway Corridor Plan.</u>	O, C, & I1		I2		I3			
	 ⁵  		 ⁵  		 ⁵  			 All other Vehicles
	Standard Side Yard	20' 10' 30'	30' 10' 30'	30' 10' 30'	30' 10' 30'	30' 10' 30'	30' 10' 30'	
Standard Rear Yard	30' 25' 40'	30' 25' 40'	30' 25' 40'	30' 25' 40'	30' 25' 40'	30' 25' 40'		
Permitted reductions	none		none		none		-	Existing Adjacent dwelling

⁴See setback averaging under Countywide Standards to determine if other exceptions to standard setbacks apply.

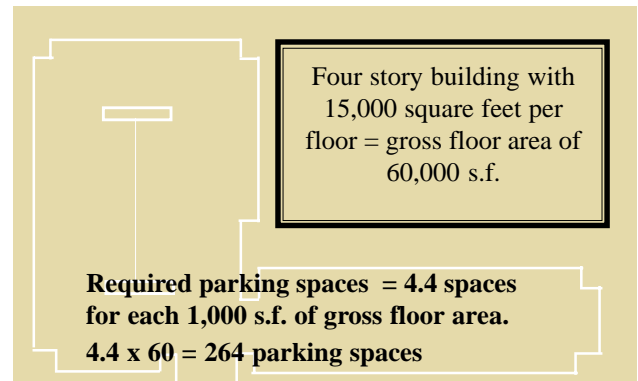
⁵Building setbacks may be eliminated with approval of the Planning Director provided there are no wall openings in the office, business or industrial building facing the property line, except those required by the Fire Marshall

⁶Setback required for adjacent dwelling may be eliminated with the installation of a solid screen or a fence at least four feet high.

Jefferson Davis Highway Corridor setback sheet 2 of 2

Per Section 19-582 Exceptional development standards in the Jefferson Davis Highway Corridor:

Parking requirements in the Jefferson Davis Highway Corridor shall be calculated based on Countywide parking standards per Section 19-513, *or*, four and four-tenths (4.4) parking spaces per one thousand (1,000) square feet of gross floor area, whichever is less.



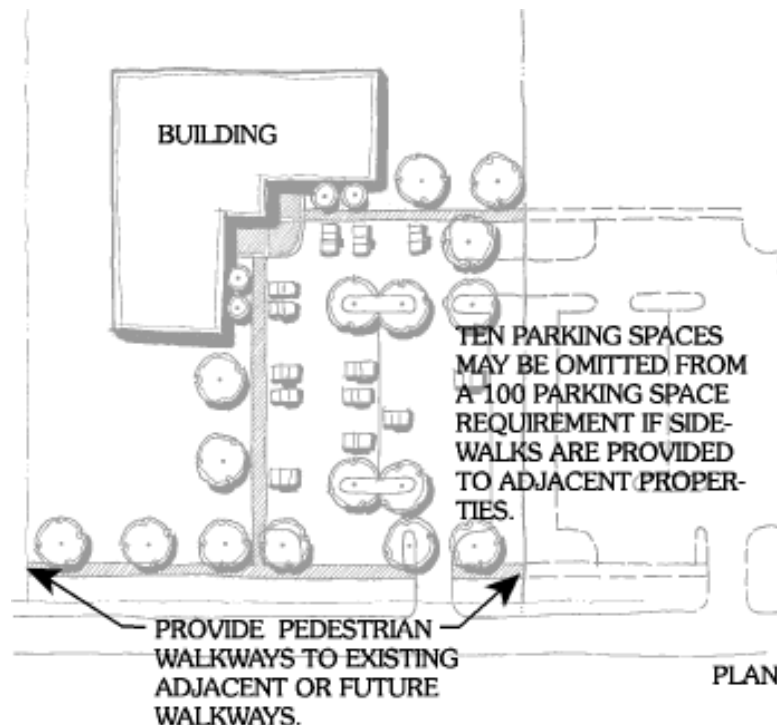
Example of parking space calculations

Parking credits within right of way.

Improved designated parking spaces in a public right of way may be counted toward the required number of parking spaces. More than one-half of each such space must adjoin the site.



Example of parking space credit for on-street parking



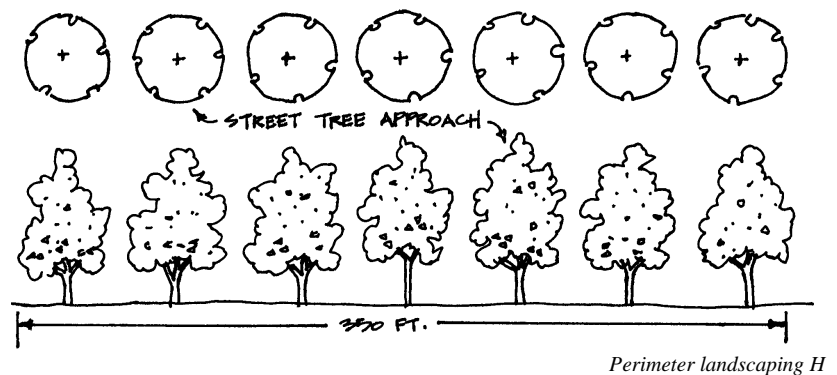
Parking reduction permitted with walkways

Pedestrian walkways reduce the required number of spaces.

The required number of parking spaces may be reduced by ten (10) percent if the development contains a pedestrian walkway that connects to existing, adjacent or future walkways. Using example above, the parking requirement for 264 spaces would be reduced to 238 with the installation of walks to adjacent properties.

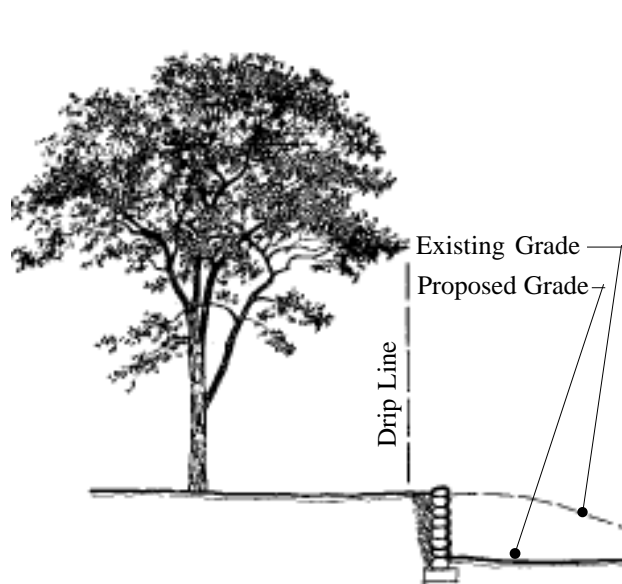
Per Section 19-582 (b)

Landscaping: Perimeter landscaping H shall be installed in all *required* front and corner side setbacks. (Note: Perimeter landscaping requirements do not apply where no minimum setback is required. See setback requirements.)

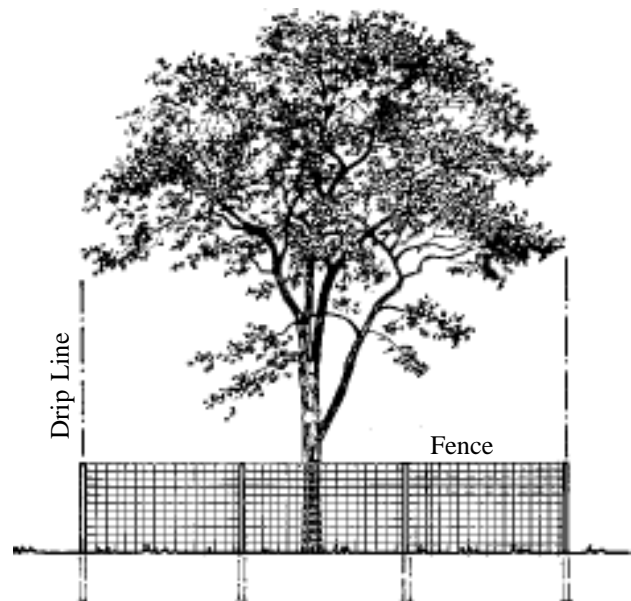


No interior parking lot or perimeter parking lot landscaping is required.

Tree preservation is required per Sections 19-518 (b) and 19-521(b) except where no minimum setback is required.

**Tree Preservation Grading Limits Detail**

- Avoid grading within the drip line of existing trees to be preserved.
- It is recommended that all exposed roots be pruned with hand cutting tools.
- Materials of retaining wall to be coordinated with architecture.

**Tree Protection Fencing Detail**

- Fence to enclose drip line of trees to be preserved.
- Locate fence on Grading/Erosion Control Plan and provide construction detail.
- Fence shall be installed prior to the beginning of grading.